

50X1-HUM

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**SECURITY INFORMATION**

General

This industrial complex, before the nationalization of industries, consisted of the following:

A factory for locomotives, railroad cars, and engines.

A factory for manufacture of "MANNESMANN" ~~\_\_\_\_\_~~ tubes.

A foundry.

After nationalization, the complex was divided into two factories as follows:

1) "23 AUGUST" Factory, including the factory for locomotives, railroad cars, and engines, and the foundry.

2) "REPUBLICI" Factory, consisting only of the factory for production of "MANNESMANN" ~~\_\_\_\_\_~~ tubes.

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General:

Railroad siding

At the present time the unit is connected with the TITAN Station by a railroad siding. A second siding was built in 1950 on the south side to connect the factory with the CATELU Station  but it is not yet in operation.

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Guard service and security

On DE MUNCII Boulevard and along the <sup>Southeast</sup> ~~ROSE~~ DUDESTI CIOPLEA ~~\_\_\_\_\_~~ the factory is surrounded by a wall about 2 meters high; along the other sides there is a picket fence. In the spring of 1951 the civilian guards were replaced by army troops.

Antiaircraft defense of the factory

There are eight antiaircraft guns at the northwest and southeast corners of the factory

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### I. "23 AUGUST" Factory

#### SECURITY INFORMATION

(The numbers refer to [redacted])

[redacted] various buildings and installations)

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- 1) Administration: 3-story building with basement, about 25 by 15 meters.

#### In the basement:

Files of originals of plans and drawings.

Photographic and photoengraving department.

#### First floor:

Technological service for calculation of materials.

Various offices.

Telephone switchboard.

#### Second floor:

Main administration.

Technical administration.

Sales service.

#### Third floor:

Designing and drafting department.

Production costs service.

- 2) Area in which athletic and cultural installations will be built.

Work is scheduled to begin in the spring of 1952. It will consist of the following:

Motion picture theater.

Gymnasium.

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- 5) Underground fuel dump of undetermined capacity.

- 6) Masonry building 190 by 80 meters, housing the following units:

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- a) Heavy forge unit: Occupies an area 80 by 30 meters. It has the following installations:
- 1 large forge capable of handling pieces of iron ~~weighing~~ weighing 6,000 kilograms.
  - 5 forges with dimensions progressively decreasing in relation to the one mentioned above. Two were installed in 1951.
  - 10-12 hammers of varying power.
  - 2 hammers installed in 1951. One is a "BS" type of 7,000 kilograms; the other is a German "EUMUCO" type of 4,500 kilograms. The heavier hammer is used for forging engine shafts.
  - A press for stamping parts is being installed.
- b) Passage ~~10 meters~~ 10 meters long permitting the passage of railroad cars from the depot for forging pieces (4) to the first ~~transfer table~~ transfer table (TRANSBORDOR).
- c) Painting unit: Occupies an area 80 by 30 meters. All material produced by the factory requiring painting is painted there.
- d) Carpentry shop: Occupies an area the same size as the above unit. Performs all woodworking operations (for example, flooring and roofing of railroad cars).
- e) Passage ~~10 meters~~ 10 meters wide: A part of this area is used for storage of lubricants for the machinery.
- f) Unit for the manufacture of spring shock absorbers and leaf springs for railroad cars. Occupies an area 80 by 40 meters. A forge and various unidentified machinery are installed there.
- g) Equipment manufacturing unit: Occupies an area similar to that of the above unit. It has numerous lathes, drills, and among other things, a "copying" machine ("de copist") of Russian make, for the

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reproduction of pieces of equipment. This last machine, however, does not operate with sufficient accuracy.

7) Shop for the repair and maintenance of motor vehicles belonging to the factory. Masonry building behind the previously mentioned building, about 40 by 8 meters. The motor vehicles are parked in the area opposite the shop.

8) Workers' administration office: Handles exclusively the computation of working hours of the workers and payment of their wages. Located in a two-story building 12 by 6 meters.

9) Masonry building 20 by 12 meters: This was built before the war; because of its height it gives the appearance of a theater. [redacted]

[redacted] It is now used for a 50X1-HUM lecture hall and library.

10) Shop for testing engines: Equipped with about 10 testing benches for engines. L-shaped masonry building 80 by 25 meters, and 17 meters wide.

11) Projected building: The construction is planned for 1952. It will house a heavy machinery unit.

12) Ovens for drying wood: Masonry building 100 by 25 meters. The wood is dried for the carpentry shop.

13) About 10 wooden sheds of German type used for storage of general materials, such as cement, glass, etc.

14) Lumber depot in the open.

15) Enterprise mess: Masonry building about 100 by 20 meters.

16) Main building of the factory: 476.7 meters long and 110 meters wide. [?-figure illegible]  
It is subdivided into various units; for each one of these there is a small

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one-story building rising above the roof, housing the offices. The following units are located in the main building:

a) Light machinery unit: Occupies an area 100 by 70 meters. Manufactures and processes light materials and some accessories for products manufactured in the following unit.

b) Heavy machinery unit: Has the same dimensions as the preceding unit. Work:

- Processing and finishing of castings. 50X1-HUM
- Blocks, [REDACTED], pistons, parts for boilers, wheels for railroad cars, transmission wheels, repairs and general overhauls of locomotives.
- Complete drilling equipment for the oil industry.

c) Passage 8 meters wide.

d) Electric transformer station and plant for furnishing steam under pressure and compressed air. Receives current from the city network and transforms it to current of 280-320 volts. Equipment:

- Two groups of two steam boilers each, which function alternately.
- Two compressors for air.

The unit provides steam under pressure and compressed air to the various units of the "23 AUGUST" Factory, including the foundry.

e) Underground depot for oil used by the transformer station and towers for cooling of water. Occupies an area of 100 by 15 meters. The depot consists of three underground cylindrical tanks of undetermined capacity.

f) Boiler unit for processing of heavy sheet-metal. Occupies an area 100 by 35 meters. The following products are manufactured:

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- Fuel tanks.
- Steam boilers of various types.
- Pressure tanks for metallurgical factories.
- ~~Vats~~ <sup>Vats</sup> for castings.
- Other products of heavy sheet-metal.

g) Boiler unit under construction; the work is nearing completion.

The construction work has reached the roof. The unit will begin activity on 1 January 1952. Materials of light sheet-metal will be manufactured. Area: 100 by 32.7 meters.

h) Depot for sheet metals, from 1 to 30 millimeters in thickness.

Occupies an area 100 by 22 meters.

i) Main material warehouse. All material used and consumed in the factory is administered by this warehouse. Occupies an area 100 by 35 meters.

l) Maintenance unit for machinery and equipment of the factory.

This is a modestly equipped workshop which provides for maintenance, minor repairs, and replacements of parts on machines of the factory. Occupies an area 100 by 32 meters.

m) Unit for assembly and finishing of <sup>1</sup>diesel (rail) ~~cars~~ cars,

except for painting, which is done by the painting unit. When the unit is not occupied with the assembly of these cars, it assembles engines and electric cranes. *Occupies an area 100 x 32 meters.*

n) Galvanizing and chromium-plating unit. Occupies an area 100 by 100 meters.

o) Unit for assembly of the wooden part of freight cars and finishing of freight cars and the chassis and framework of ~~xxix~~ rail diesel cars. Occupies ~~xxxxxx~~ an area 100 by 40 meters.

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p) Unit for assembly of chassis and metal framework of freight cars. Occupies an area the same size as the preceding unit.

q) Unit for protection of workers against accidents. Stores protective material for issue to the workers, such as leather and cloth gloves, rubber shoes and gloves, smoked glasses for welders (with electricity and oxygen), etc. Occupies an area 100 by 10 meters.

17) Depot for L-shaped, I-shaped, and round iron beams used in the light machinery and heavy machinery units.

18) Building outside the factory enclosure, housing a dispensary, store, and office for the Rumanian Communist Party.

19) Foundry. Masonry building 400 by 96 meters. An undetermined number of furnaces are installed. The following furnaces were installed in the spring of 1951:

- one 3-ton electric furnace for steel, of Russian make.
- one 1.5-ton electric furnace for steel, repaired, of German make.
- four German "SIEMENS" electric furnaces, for steel, iron, and cast iron, larger than the two above mentioned.

20) ~~Foundry~~ <sup>Casting unit</sup> polishing, ~~casting~~ and remelting furnaces, adjacent to the above building. It is nearing completion. The construction was begun in 1950 and will be completed early in 1952. Installation of the following equipment has begun: three machines for polishing castings from the foundry; remelting furnaces.

21) Underground fuel depot. Consists of three underground tanks, of undetermined capacity, for supplying oil for the engines installed in the foundry.

Motor vehicles: The factory has 30 trucks of varying capacity.

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Transfer tables and internal railroad sidings

The rails for three transfer tables ("transborder") run longitudinally to the buildings of the factory and parallel to one another. These transfer tables lift the railroad cars and transfer them from one ~~table~~ track to another. The transfer tables are indicated by the Roman numerals I, II, and III. No III is used jointly by the foundry and the "REPUBLICI" Factory. Each unit of the factory is provided with a standard-gauge railroad siding running as far as the ~~table~~ track of the transfer tables.

Internal organization

The factory is under the jurisdiction of the Ministry of Light Metal Industry.

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Director general: TEODORESCU, Joan, [redacted]

Assistant director: FARKAS, [redacted].

Technical director: Engineer MICULA.

Chief of personnel: CAPITANESCU, Joan. In October 1951 he replaced a certain BOTEA, Joan, [redacted]

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Chief of "Cadres" Office (political office of the factory): [redacted]OVIN  
(fnu) [redacted] In September 1951 he replaced a certain LAMBRU, Marin.

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Engineers [redacted]

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- Engineer RISESCU, Georgie, chief planning engineer, serving with the technical administration. [redacted]

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- Engineer POPA, Nikola, serving with the technical administration.
- Mechanical Construction Engineer BALANESCU, Joan, chief engineer of the designing unit for metal constructions.
- Construction Engineer GEORGESCU, Dragos, serving with the designing unit for building construction.

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- Engineer HOLBAN, Heinrich, German, serving with the designing unit for engine construction.
- Electrotechnical Engineer FINICA, serving with the designing unit for plans of electrical installations for cranes and <sup>drills.</sup> [REDACTED]
- Engineer BOBEK, Joseph, chief engineer of the heavy and light machinery units.
- Electrotechnical Engineer GAVRILESCU, employed in work on the electrotechnical installations.

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- Engineer DRUKER, Adolf [REDACTED]

- Engineer CIOBANU, first engineer of the foundry.
- Chemical Engineer SAVARIAN, serving in the foundry, assigned to watching the castings.

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- Chemical Engineers SIMA, Ilie, and GRIGORESCU, Joan, assistants of the above engineer. They alternate on the work shifts. [REDACTED]

Workers: [REDACTED] about 12,600, including 3,000-4,000 women. 10,000 are employed in the factory and 2,600 in the foundry.

Work shifts: three, of 8 hours each.

Telephone number: 1.00.10.

Production

Railroad Equipment

Rail diesel cars

There is no serial production; rail diesel cars are produced only on order. The factory can produce two rail diesel cars per month at the most.

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When the unit is not employed in construction of rail diesel cars, it works on the assembly of "GANZ" type diesel engines for rail diesel cars and electric cranes.

Locomotives

None are being manufactured at present. Before nationalization, the factory produced 2-3 per month. In 1950 the factory built about 20 small narrow-gauge locomotives for use in coal mines.

(At the present time, locomotives are built by the central railroad shops of the Rumanian Railroads in BUCHAREST, called "GRIVITA ROSIE").

Freight cars

From 1947 until October 1951, an average of 60 boxcars, of 50 tons, were produced per month; these cars ~~for~~ were destined exclusively for the SOVIET UNION as war reparations. The unit employed in this work always won the factory socialist work competition<sup>5</sup>, and was rapidly supplied with all the material which it required, since the output was for the USSR.

On 1 October 1951 the unit began producing open freight cars of 10-15 tons, with high walls, for the transport of coal. These cars are destined for domestic use in RUMANIA. Since this ~~production~~ production for the Rumanian railroads was begun, the unit has no longer won the socialist competitions nor has it received its materials with the former rapidity.

Engines

- "GANZ" type diesel engines for replacement in rail diesel cars.
- Other diesel engines, of undetermined type and horsepower, in unknown quantity.

Other Material

- Pumps and drilling equipment for the oil industry.
- Cylindrical sheet-metal fuel tanks.

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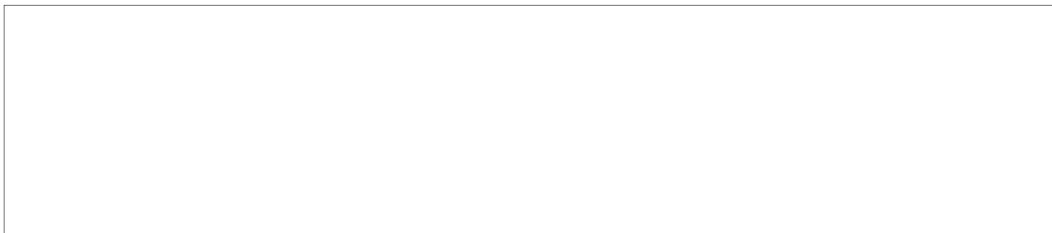
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- Pressure boilers and pressure tanks for metallurgical factories.
- Vats for castings in foundries.
- Other products of sheet-metal.
- Electric cranes, complete except for the motor.
- Metal frameworks for the building industry.
- Iron towers for high-tension power lines.
- Iron door and window frames for enterprises and factories.

Ball bearings are not produced. The factory only produces housings for ball bearings.

Repairs: Combustion engines and electric motors are repaired.

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## II. "REPUBLICI" Factory

Former independent factory for the production of "MANNESMANN" <sup>tubes,</sup> ~~\_\_\_\_\_~~ formerly the property of MALAXA, renamed "REPUBLICI" after nationalization.

### General:

Although the factory is adjacent to the "23 AUGUST" Factory, it has no connection with it. Casting work necessary for the "REPUBLICI" Factory is done by the foundry of the "23 AUGUST" Factory, but such work is invoiced and paid for in the usual manner.

### Location

Located on DE MUNCII Boulevard, adjacent to the "23 AUGUST" Factory, separated from the latter by the SOSCA DUDESTI CIOPLEA.



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1) Installation for recovery and cleaning of water for cooling the engines, machinery, and materials processed; under construction. This consists of a concrete underground basin, built in the form of two contiguous inverted truncated pyramids, with a total surface area 30 by 15 meters. The masonry work is completed. The pumps and cleaning equipment will be installed in 1952; at the present time, however, <sup>the factory</sup> does not <sup>even</sup> know where to purchase them. At the present time the cooling water is lost.

2) Masonry building 15 by 4 meters, housing some secondary offices.

3) Gatekeeper's house: building 10 by 4 meters.

4) Building 4 by 20 meters housing the costs and sales unit.

5) Electric transformer and compressor station. Masonry building 20 by 15 meters. This was built in 1950 to supplement an old transformer station, installed in Building No 9, which was no longer adequate for the needs of the factory.

6) Underground oil depot, consisting of a cylindrical tank of undetermined capacity. The oil is used for the engines which power the transformers and compressors and by the central plant supplying steam under pressure.

7) Central plant for steam under pressure. Consists of two groups of two steam boilers each, functioning alternately. They furnish steam under pressure to the installations of the factory. The plant is located in a masonry building 30 by 6 meters.

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8) New building 15 by 25 meters, completed in November 1951.

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9) Main building of the factory. Masonry building 400 by 300 meters, with a serrated ~~xxx~~ roof with skylights. All the installations for tube manufacture are installed in the building:

- Rolling mills of various <sup>gauges</sup> ~~xxx~~ one of which is from 3 to 6 "Toli" (inches).

- Machines for gauging, threading, finishing, and testing tubes.

The largest rolling mill, of 14 "Toli" (inches), was taken away by the Russians.

At the west corners of the building there are two four-story buildings, housing the below mentioned offices:

9a) 1st floor: Main administration.

2nd floor: Technical administration.

3rd floor: Various offices.

4th floor: Technological and production costs unit.

9b) 1st floor: Insurance offices.

2nd floor: Personnel office.

3rd floor: Administrative office and cashier.

4th floor: Salary and placement office.

10) New masonry building 260 by 60 meters, adjacent to the main building, completed on 1 May 1951. At present, a rolling mill of from  $\frac{1}{4}$  to 3 "Toli" (inches), built with parts of various origin, is installed there. It is deficient in operation and production.

#### Internal Organization

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Director general: A certain VEXLER,

Technical director: Engineer MENAGE,

Workers: About 4,000, divided into three shifts. During the night shift, however, a limited number of workers are on duty: those assigned to the rolling mills and a few other auxiliary services.

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Production

"MANNESMANN" tubes (finished and semifinished) from 5 to 10 meters long and from  $\frac{1}{4}$  to 6-8 inches in diameter, used in the oil industry and in locomotives.

Quantity: About 300 carloads per year.

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B) POLITICAL INFORMATION

a) Miscellaneous

1951 Complete submission of Rumanian Communist workers to the USSR  
and their sabotage against their own country

[See section "Freight cars", <sup>page 11</sup> ~~SECRET~~]

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October 1951

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The food situation is particularly serious. Rationed goods can be obtained only very rarely, and prices on the authorized free market are too high for the masses of the people. Prices on the black market are absolutely prohibitive.

Prices of some foods:

Sugar: rationed, 55 lei; free market, 200 lei; black market, 400 lei.

Oil: rationed, 56 lei; free market, 200 lei; black market, 400 lei.

None has been distributed on ration for two months.

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b) IndustriesAugust 1950 "SOVROMCONSTRUCTII 7" Construction Enterprise

The administration of the enterprise is in CONSTANTIA. It is in charge of all work on the construction of the DANUBE-BLACK SEA Canal. 50X1-HUM

December 1950 "SOVROMCONSTRUCTII 3" Construction Enterprise

The administration of this enterprise is in BUCHAREST. It has several branches, including the one of PLOESTI

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"SOVROMCONSTRUCTII 3" also has projects at SINAIA [REDACTED], TARGOVISTE

[REDACTED] near which a small village is being built, and VALENI [REDACTED]

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October 1951 "PORT ROS" Shipyard

Located <sup>about</sup> 3 kilometers from the center of GALATI, between the old and new docks on the DANUBE. It employs 4,000-5,000 workers.

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Production:

- 1) Naval and civilian vessels of small tonnage.
- 2) Major and minor repairs of vessels.

A submarine was completed in June and immediately delivered to the Russians.

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October 1951 Sheet-metal factory

Located near the above mentioned shipyard. About 1,500 persons are employed; there are three shifts. Various sheet-metals are produced. The entire output is sent to the SOVIET UNION.

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October 1951 Railroad shop

Located opposite the station. It employs 4,000-5,000 workers. It constructs and performs major repairs on railroad rolling stock.

c) Power

October 1951 Thermal electric power plant

Located near the old dock. It was constructed before the war.

Machinery [REDACTED]: one 5,000-HP turbine and two ~~2,500~~ 2,500-HP turbines, powered by diesel engines.

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E) POLITICAL INFORMATION

a) Concentration Camps

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A concentration camp for political prisoners was located near MEDGIDIA. About 2,000 persons were confined there; they were employed on the construction of the DANUBE-BLACK SEA Canal.

October 1951      Public opinion

The people are becoming constantly more dissatisfied with the low standard of living due to the high cost of food and clothing. Medicines are scarce and very expensive, while there is a heavy increase of illness due to malnutrition, especially among children. The constant supervision and intervention of the Russians in all branches of activity increase the already considerable feeling of discontent among the people.

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MISCELLANEOUS POLITICAL INFORMATIONTreatment of civilians forced to evacuate the strip along theRumanian-Yugoslav border

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December 1950      Village at . . . . .

A village of about 800 dwellings is under construction at FRUMUSITA for civilians forced to evacuate the above mentioned border strip. The civilians are required to furnish the manpower for the work; the supervisory personnel are furnished by SOVROMCONSTRUCTII No 3.

The above mentioned civilians are temporarily quartered in sheet-metal barracks. Those who arrived with cattle were forced to give up their cattle, on the grounds that the animals would be crossed with the local cattle to improve the breed. After several months, the cattle had not yet been returned.

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December 1950

Another village, for other civilians from the same border zone, is under construction at VADENI.

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October 1951

families in . . . . .

families are still in GALATI.

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A) Political Information

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a) Press

Nov 1951

With the nationalization of all economic activities of the country, the typographic industry has been placed under the control of the state, thus eliminating all private initiative.

The following has been established:

- DIREZIONE CENTRALE POLIGRAFICI (Central Polygraphic Office),  
under the Ministry of Finance, located in Bucharest
- Director General: MANESCU
- Assistant Director: PLIZCI

The regional polygraphic centers depend on the central office and the sub-centers on the regional centers.

Centers and sub-centers

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- Center No 1

Comprises the former printing-house "CARTA ROMANASCA",  
located on Grigore Alexandrescu street.

This is the printing-house of the P.C.R.

Center No 2

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Administration

Located in the printing-house of the former "MONITORUL OFICIAL"  
(Official Gazette), in a 4-story building on the former Regina  
Elisabetta boulevard (now called by a different name)

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## SECURITY INFORMATION

~~Director~~ Editor

- a certain ROMAS

Dependent sub-centers

- Sub-center "a)

~~Director~~ Editor~~Director~~: a certain NATACIA

The sub-center in question comprises:

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- 1) the printing-house of the former "MONOTORUL OFICIAL",  
located on the boulevard, formerly called Regina Elisabeta
- 2) the printing-house, formerly called "IMPRIMERIA NATIONALA"  
located at Serban Voda street, No 135, in the Nikolai Balcescu  
quarters
- 1) printing-house of the former "MONOTORUL OFICIAL" (Official  
Gazette)

Workers: about 800

Printed material

- "Buletin Oficial" — official bulletin of the state, formerly
  - called "MONOTORUL OFICIAL"
  - textbooks for schools
  - various printing matters
- 2) printing-house, formerly called "IMPRIMERIA NATIONALA"

Workers: about 1,000, subdivided into 3 shifts:

- from 0700 to 1500
- from 1500 to 2300
- from 2300 to 0700

Printed material

- all manifestoes of the government to be posted on walls,  
comprising ~~propaganda posters~~ those for propaganda purposes  
(for example, recently the interview with Stalin <sup>on</sup> ~~about~~ the  
Soviet atomic bomb)
- textbooks for schools
- propaganda
- /books and booklets of the government

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- Commissary*
- all ration cards
  - various printing matters
  - various printing matters for the ministries
  - posters and boxes for the Ministry of Health
  - shoe boxes

*Z.B*

Among others, 1,000 tables demonstrating the parts of rifles and machine guns for the armorer school of the M.A.I. (Ministerul Afacilor Interni - Ministry of the Interior) troops.

1,200 tables are being produced which demonstrate the engine of the radial 5-cylinder, "F 11", Soviet ~~make~~ make.

Sub-center "c" (?)

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Comprises the former printing-house "LUCA FARU", located on Luigi Catavilan street

Sub-center "?"

This is the printing-house of the former "UNIVERSUL" newspaper

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Raw material

Most of the paper is furnished by the paper-mill of

BUSTENI

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Printing-house of the "SCANTEA", daily newspaper

Nov 1951

The new ~~locality~~ <sup>building</sup> of the printing-house of the newspaper of the "SCANTEA" party, located on Padurea Baneasa

is ~~in the state of completion~~ almost completed

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The newspapers are already being printed in the new printing-house.

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It is equipped with the newest Soviet machinery for the printing of newspapers, with 7 presses which permit the printing of 400,000 - 500,000 copies per hour.-

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